

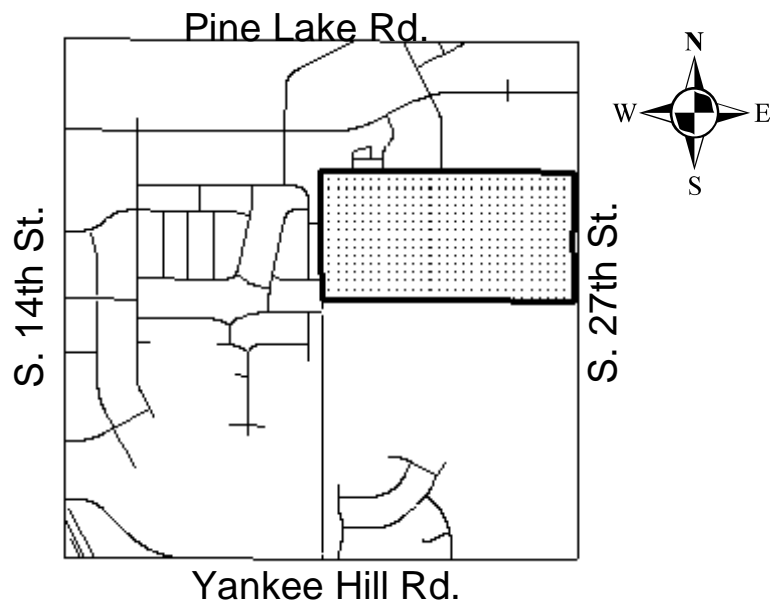
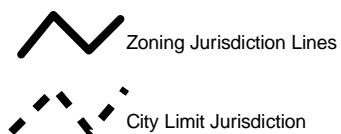
Preliminary Plat #02019

Tamarin Ridge

Zoning:

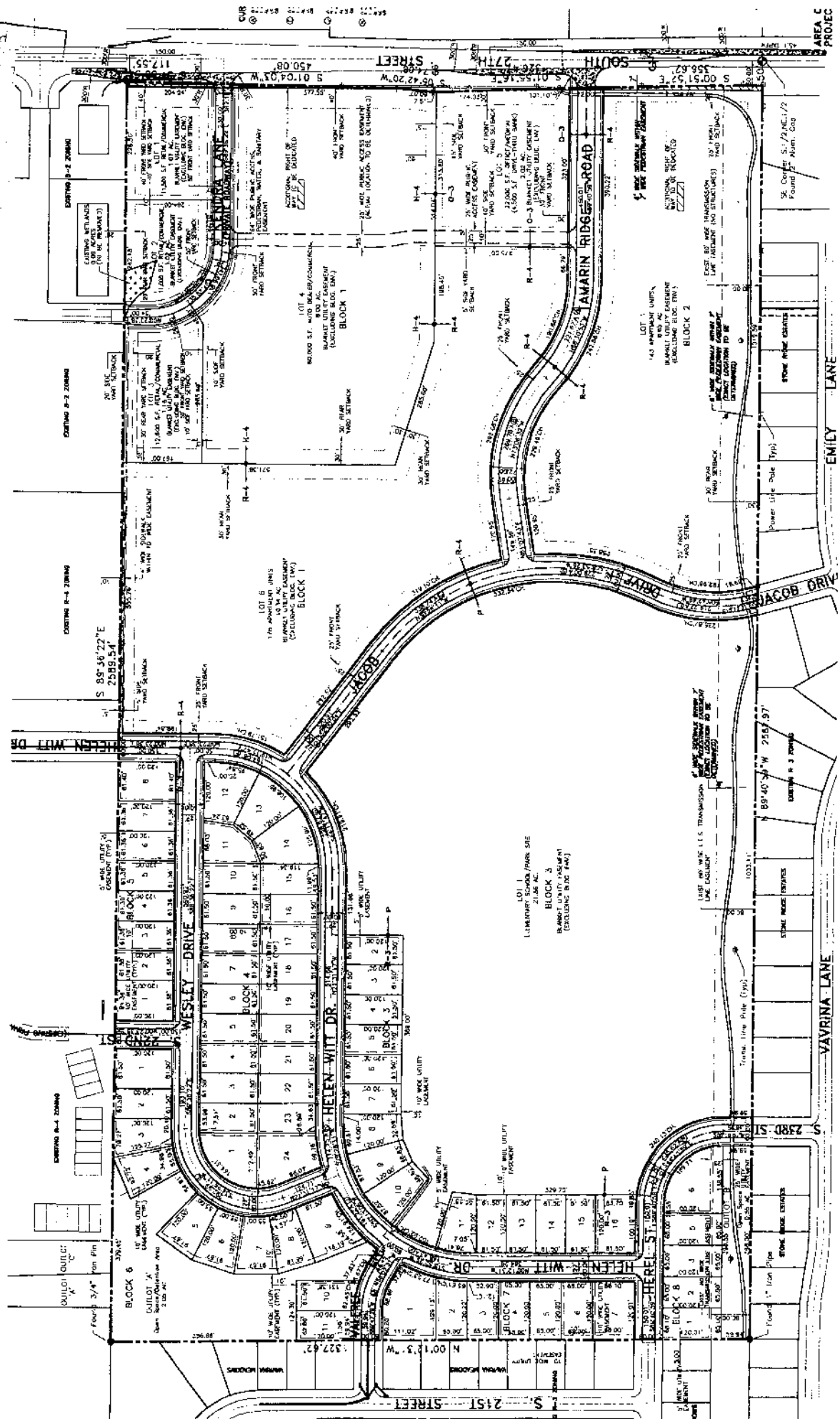
One Square Mile
Sec. 24 T9N R6E

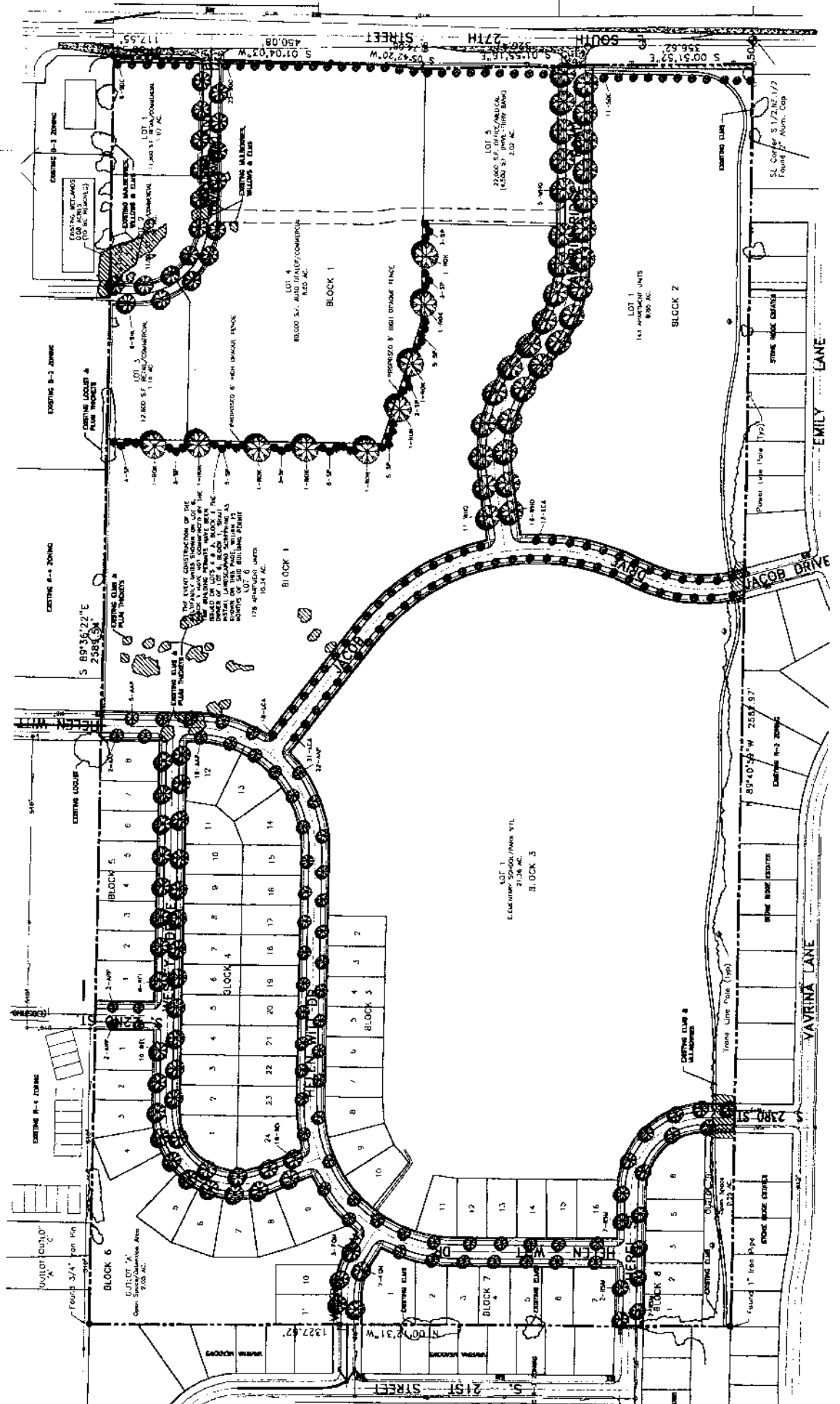
- R-1 to R-8 Residential District
- AG Agricultural District
- AGR Agricultural Residential District
- R-C Residential Conservation District
- O-1 Office District
- O-2 Suburban Office District
- O-3 Office Park District
- R-T Residential Transition District
- B-1 Local Business District
- B-2 Planned Neighborhood Business District
- B-3 Commercial District
- B-4 Lincoln Center Business District
- B-5 Planned Regional Business District
- H-1 Interstate Commercial District
- H-2 Highway Business District
- H-3 Highway Commercial District
- H-4 General Commercial District
- I-1 Industrial District
- I-2 Industrial Park District
- I-3 Employment Center District
- P Public Use District



NOV 12 2002
PLANNING DEPARTMENT

AREA C
PROJECT





LEGAL DESCRIPTION

Lot 32 of Irregular Tracts located in the South One-Half of the Northeast Quarter of Section 24, Township 9 North, Range 6 East of the 6th, P.M., Lancaster County, Nebraska and more particularly described as follows:

Referring to the Southeast corner of the South One-Half of the Northeast Quarter of said Section 24; THENCE in a Westerly direction, along the South line of the South One-Half of the Northeast Quarter of said Section 24, for a distance of 50.00 feet to the Southeast corner of said Lot 32 and Point of Beginning.

THENCE continuing on the last described course, of an assumed bearing of North 89 degrees 40 minutes 59 seconds West, for a distance of 2582.97 feet to the Southwest corner of said Lot 32

THENCE North 00 degrees 12 minutes 31 seconds West, along the West line of said Lot 32, for a distance of 1327.62 feet to the Northwest corner of said Lot 32

THENCE South 89 degrees 36 minutes 22 seconds East, along the North line of said Lot 32, for a distance of 2589.54 feet to the Northeast corner of said Lot 32

THENCE South 01 degrees 06 minutes 54 seconds West, along the East line of said Lot 32, for a distance of 117.55 feet

THENCE South 01 degrees 04 minutes 03 seconds West, along the East line of said Lot 32, for a distance of 450.08 feet

THENCE South 05 degrees 42 minutes 20 seconds West, along the East line of said Lot 32, for a distance of 74.08 feet

THENCE South 01 degrees 55 minutes 16 seconds East, along the East line of said Lot 32, for a distance of 326.47 feet

THENCE South 00 degrees 51 minutes 52 seconds East, along the East line of said Lot 32, for a distance of 356.62 feet to the Point of Beginning

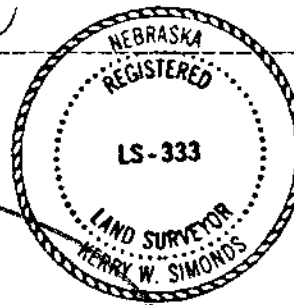
Together with and subject to covenants, easements, and restrictions of record.

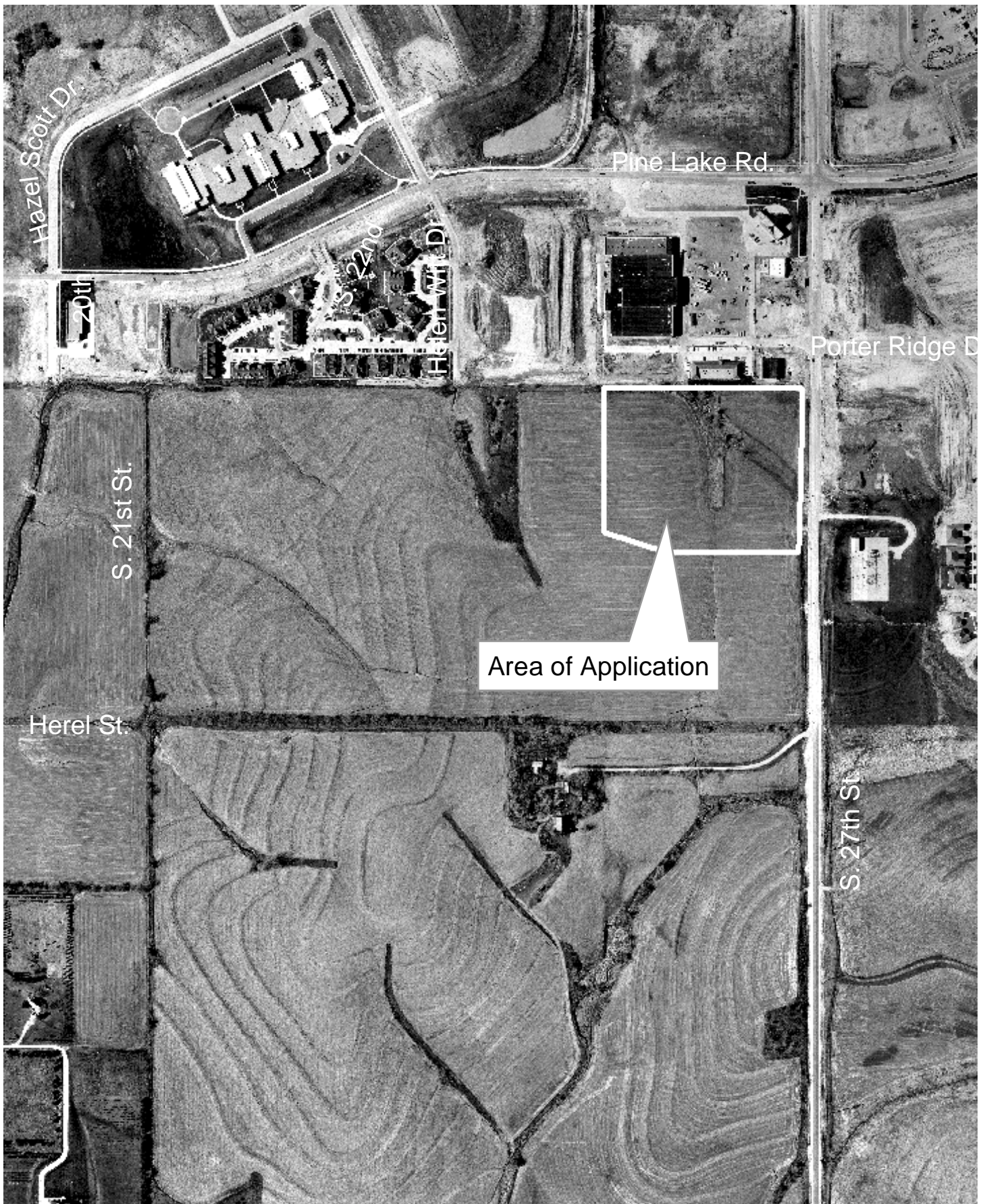
Said property contains 78.52 acres more or less.

SURVEYOR'S CERTIFICATE:

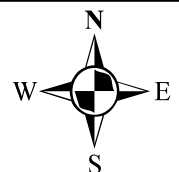
I HEREBY CERTIFY THAT THIS SURVEY WAS MADE UNDER MY DIRECT SUPERVISION AND THAT I AM A LICENSED SURVEYOR UNDER THE LAWS OF THE STATE OF NEBRASKA.

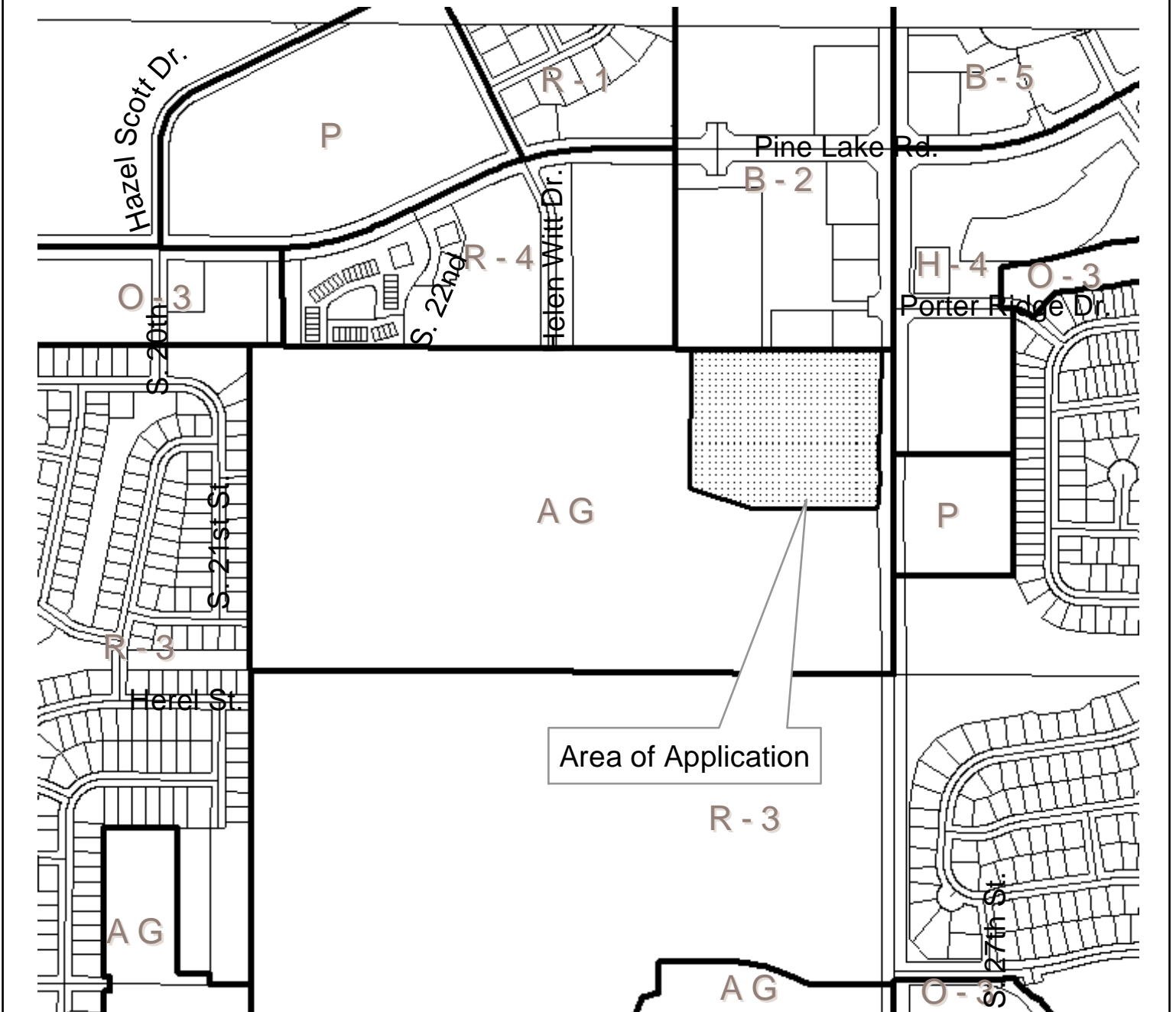
Kerry W. Simonds
KERRY W. SIMONDS, L.S. #333





Special Permit #1989 Tamarin Ridge





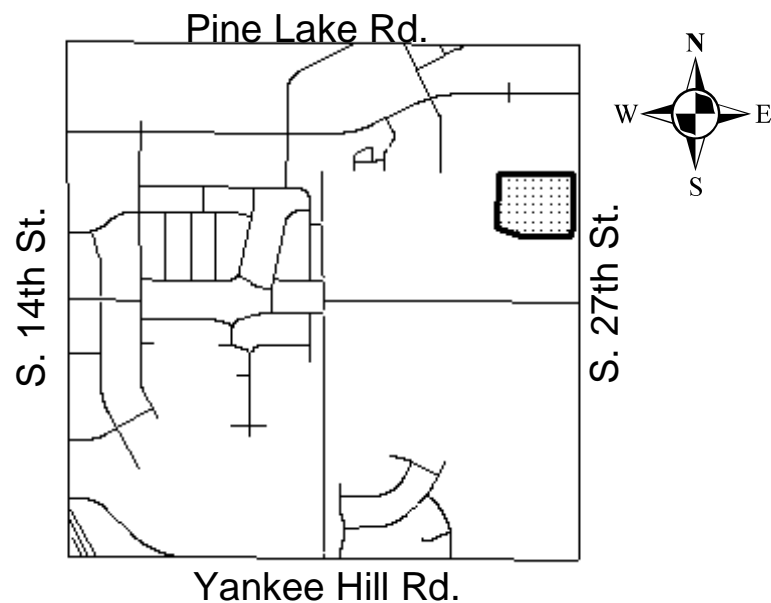
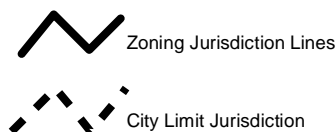
Special Permit #1989

Tamarin Ridge

Zoning:

One Square Mile
Sec. 24 T9N R6E

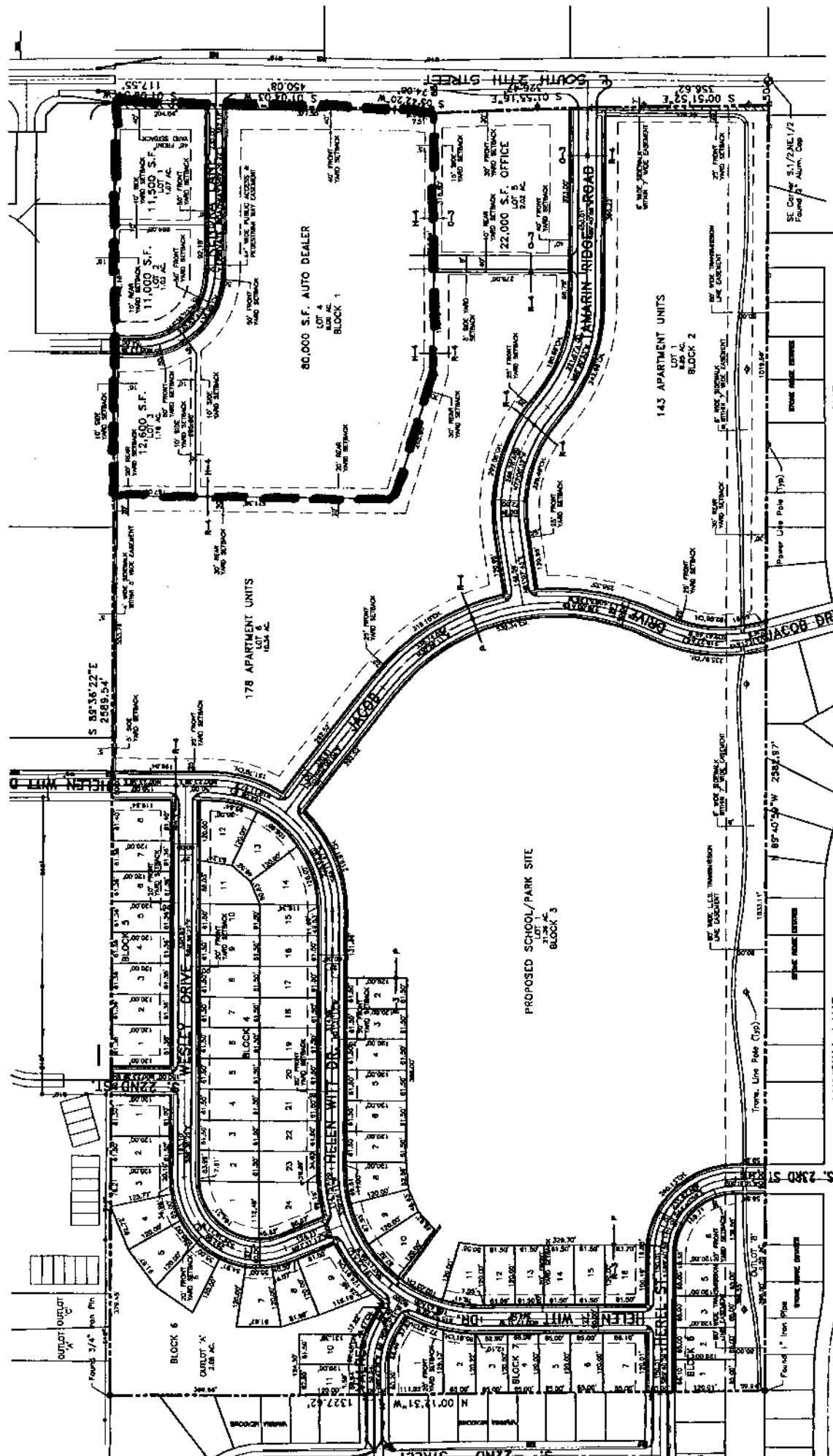
R-1 to R-8	Residential District
AG	Agricultural District
AGR	Agricultural Residential District
R-C	Residential Conservation District
O-1	Office District
O-2	Suburban Office District
O-3	Office Park District
R-T	Residential Transition District
B-1	Local Business District
B-2	Planned Neighborhood Business District
B-3	Commercial District
B-4	Lincoln Center Business District
B-5	Planned Regional Business District
H-1	Interstate Commercial District
H-2	Highway Business District
H-3	Highway Commercial District
H-4	General Commercial District
I-1	Industrial District
I-2	Industrial Park District
I-3	Employment Center District
P	Public Use District

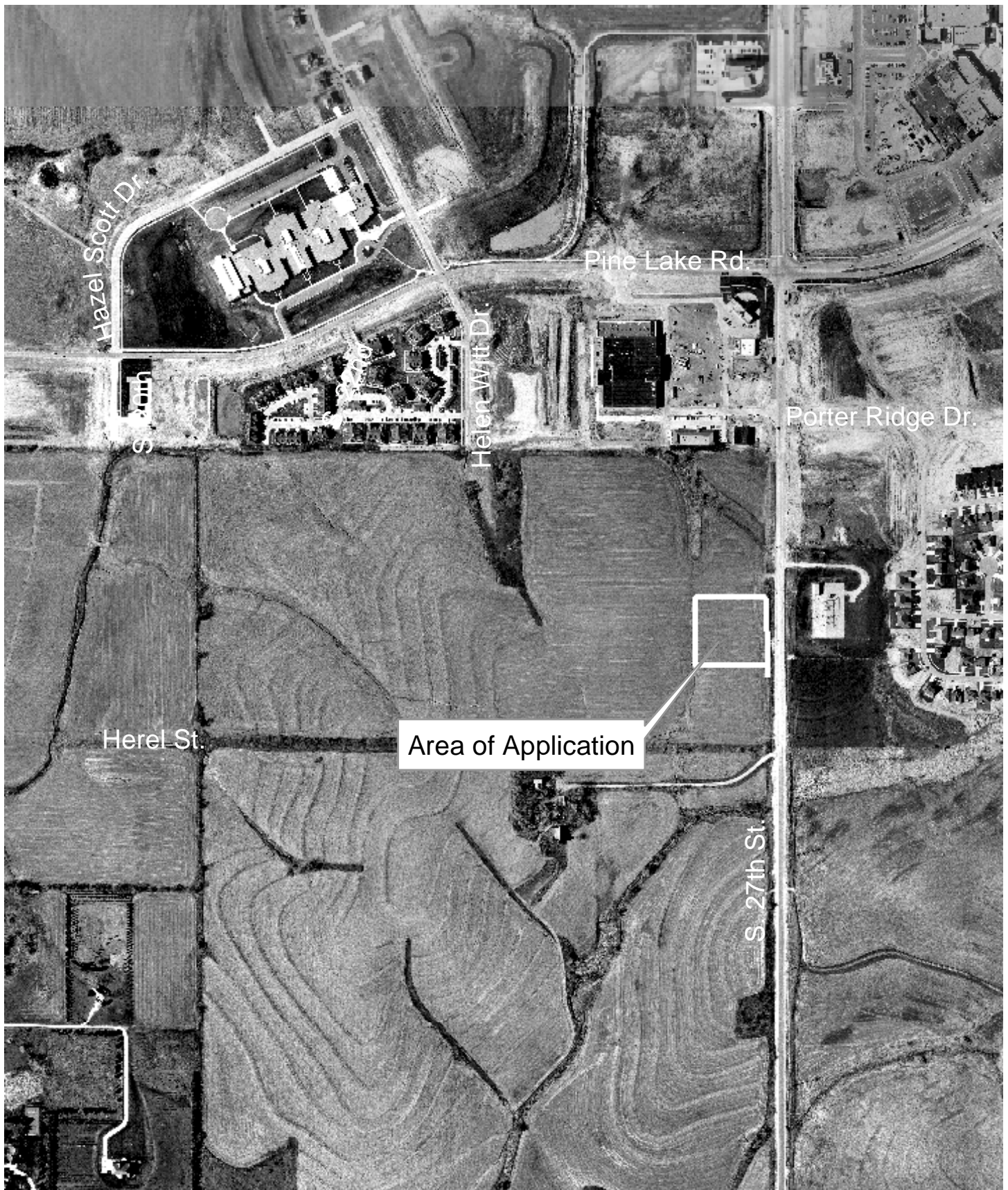


CHANGE OF ZONE

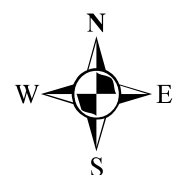
TO 'H-4' WITH SPECIAL PERMIT PLANNED/ SERVICE COMMERCIAL

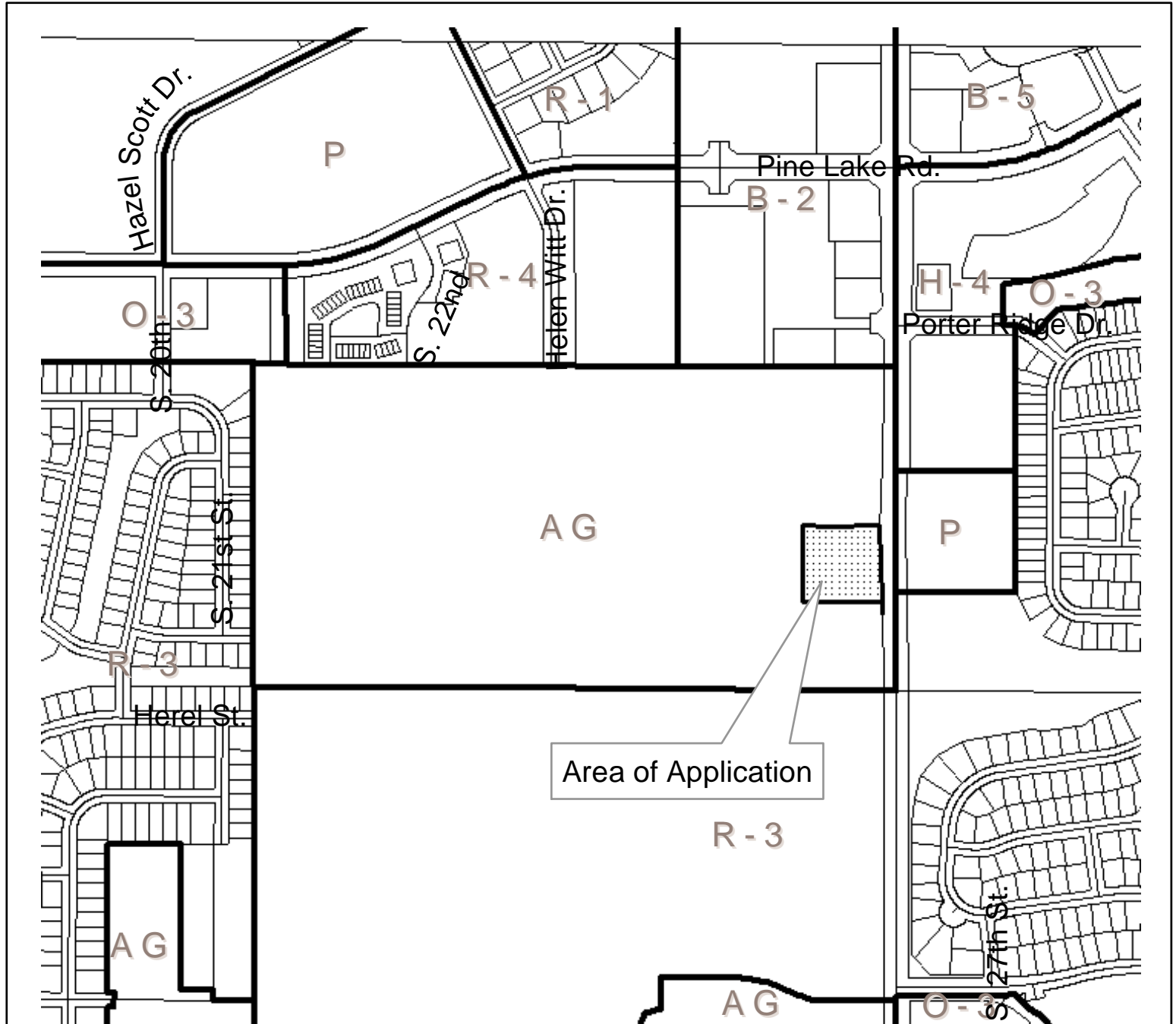
SCALE: NONE





Use Permit #147 Tamarin Ridge





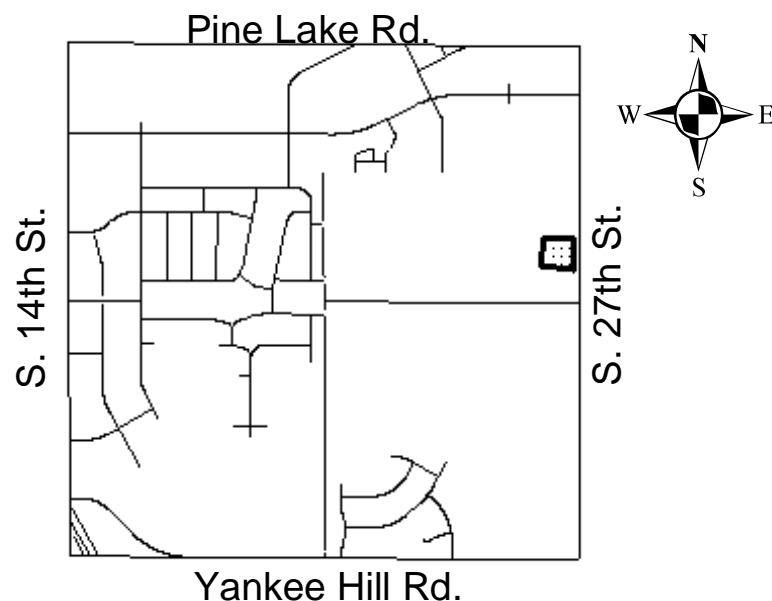
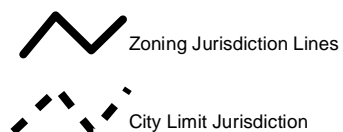
Use Permit #147

Tamarin Ridge

Zoning:

R-1 to R-8	Residential District
AG	Agricultural District
AGR	Agricultural Residential District
R-C	Residential Conservation District
O-1	Office District
O-2	Suburban Office District
O-3	Office Park District
R-T	Residential Transition District
B-1	Local Business District
B-2	Planned Neighborhood Business District
B-3	Commercial District
B-4	Lincoln Center Business District
B-5	Planned Regional Business District
H-1	Interstate Commercial District
H-2	Highway Business District
H-3	Highway Commercial District
H-4	General Commercial District
I-1	Industrial District
I-2	Industrial Park District
I-3	Employment Center District
P	Public Use District

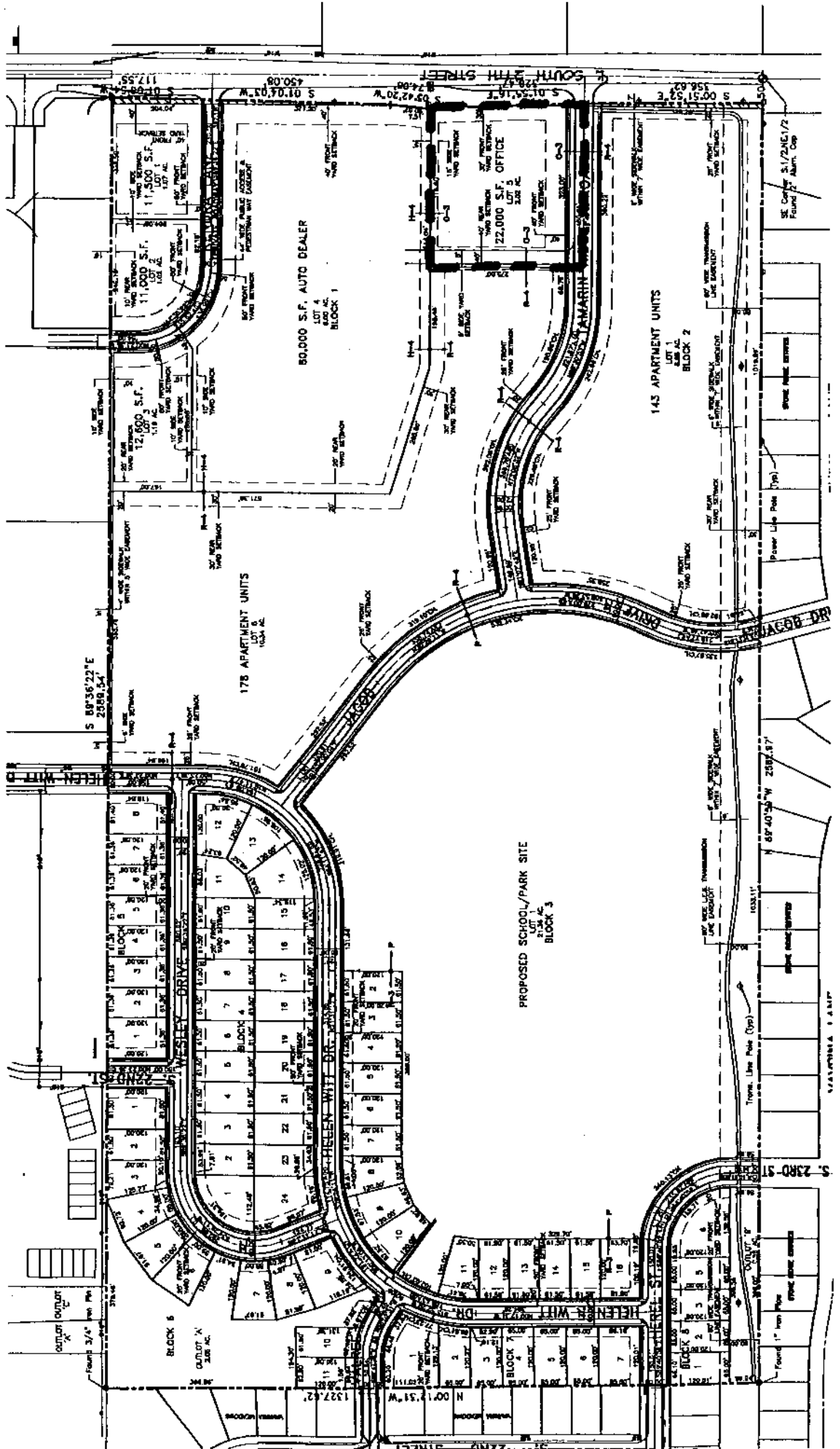
One Square Mile
Sec. 24 T9N R6E



TAMARIN RIDGE

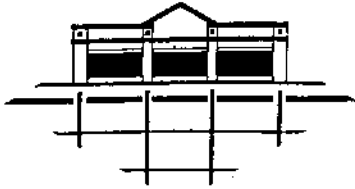
CHANGE OF ZONE TO 'O-3' WITH USE PERMIT

SCALE: NONE



SEP 13 1971

NOTARY PUBLIC
PLANNING



BRIAN D. CARSTENS AND ASSOCIATES
LAND USE PLANNING RESIDENTIAL & COMMERCIAL DESIGN
601 Old Cheney Road, Suite C Lincoln, NE 68512 Phone: 402.434.2424

November 11, 2002

Mr. Marvin Krout
Director of Planning
City of Lincoln/ Lancaster County
555 South 10th Street
Lincoln, NE 68508

RE: TAMARIN RIDGE - SOUTH 27TH STREET AND PORTER RIDGE ROAD
CHANGE OF ZONE FROM 'AG' TO 'R-3', 'R-4', 'P', 'H-4' AND 'O-3' - #3381
PRELIMINARY PLAT - #02019
SPECIAL PERMIT FOR A 'COMMUNITY UNIT PLAN' - #1988
SPECIAL PERMIT FOR A 'PLANNED SERVICE/ COMMERCIAL DISTRICT' - #1989
USE PERMIT FOR AN 'OFFICE DISTRICT' - #147

Dear Marvin,

We are re-submitting the above mentioned project as per the letter from Planning Staff dated October 15, 2002. The following items have been revised:

1. The 6" water main in Herel Street has been revised to be shown as a 12" water main, as requested.
2. The water main in front of the commercial lots has been shown as a 8" water main, as requested.
3. The grading has been revised along the north boundary to allow for less fill over the proposed sanitary sewer, thus meeting design standards, as requested.
4. Lyle Loth has revised the grading and drainage plans as requested.
5. The traffic is attached with this submittal. The traffic study was prepared by the Schemmer & Associates.
6. Kendra Lane, the private roadway, has been widened to 33' wide, as requested.
7. We have shown a proposed centerline profile for the future 27th Street pavement improvements, as requested.
8. The traffic study identifies the acceptable distances. Our site plans show a larger distance for stacking between South 27th Street and the north/ south driveway.

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LINCOLN CITY/LANCASTER COUNTY

9. We acknowledge that the developer will be responsible for 1/2 the cost of a 3-lane suburban cross-section roadway adjacent to this project, along South 27th Street. Additional required improvements may be identified in the Traffic Study.
10. The possibility of prohibiting left turn movements from Tamarin Ridge onto South 27th Street is not acceptable to the developer. This needs to be a 3 way intersection, possibly signalized in the future, to accommodate the residents, businesses, and the elementary school.
11. We are still awaiting comments from Fire Prevention Division. Additional hydrants will be shown as required to meet design standards if necessary.
12. The Special Permit in the H-4 area, identifies the intended uses. Any changes to the land uses would require an administrative amendment or a full amendment to the Special Permit. The Health Department would have the opportunity to comment accordingly at that time.
13. Note # 17 has been added to the General notes stating "As much tree mass as possible shall be retained. Those trees that must be removed will be disposed of in an appropriate manner in accordance with Lincoln- Lancaster County Air Pollution Regulations and Standards."
14. The easements requested by Lincoln Electric System has been added and note # 6 has been revised to add the following "Blanket utility easements are hereby granted on all lots except building envelopes. Any construction or grade changes in LES transmission line easement corridors are subject to LES approval and must be in accordance with LES design and safety standards. Landscaping material selections within easement corridors shall follow established guidelines minimum clearance from utility facilities."
15. The statement "on future amendments" has been added to general note #4.
16. Note 9 of Use Permit General Notes and Note # 7 of Special Permit General Notes has been revised to state " The square footage in the land use tables shown on this page may be adjusted by administrative amendment."
17. The symbols/ abbreviations in the landscape table has been revised to match the correct symbol/ tree.
18. Note #5 has been added to the Community Unit Plan General Notes, to coordinate recreational facilities, as requested .
19. Valree Lane has been revised to Valeree Lane throughout the plat, as requested.

NOV 12 2002

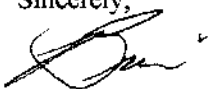
20. The note on Lot 4, Block 1 (Auto-Dealer/Commercial) has been revised to add the following "Actual location to be determined with the approval of the site plan for the Special Permit." However, the future automobile dealership will construct gates across this access easement so that their site can be secured after business hours.
21. Density calculations have been provided for your review.
22. A table showing lots, outlots and blocks has been added to the plans.
23. General note #1 has been revised as noted, as requested.
24. Existing volunteer tree masses have been identified and shown on the landscape plan. Tree masses to be removed have been shaded and noted accordingly.
25. A land use table has been added to the plans, as requested.
26. A legend has been added to the plans, as requested.
27. The text identifying pedestrian sidewalks has been revised, as requested.
28. We have not added the general note as requested. We have been contacted by a banking institution that will require a building that exceeds the 5,000 square foot maximum footprint required with the 'R'-T' requirements. Also, the building may be taller than 21 feet. It is important to note that the adjacent apartment buildings to the south and west are much larger and have the potential to be 45 feet in height. There is an existing L.E.S. Substation immediately east of this site. Therefore, this request seems unnecessary with the existing and proposed land uses adjacent to the site.
29. The rear yard setback along the rear property line for Lot 5, Block 1 has been revised as requested.
30. The location of the proposed driveway on Lot 4, Block 1 has been revised to allow for a proper slope. Lincoln Public Schools has entered into a purchase agreement. Attachments were included in the agreement, including the grading plan. The grading plan with this re-submittal and their agreement are the same.
31. A dimension has been added to the east property line of Lot 5, Block 1 as requested.
32. The front yard setback on the residential lots have been removed as requested.
33. We have located some potential, 3 story, 24 unit apartment buildings, to show that there is room for them along the north side of Tamarin Ridge Road, immediately south of the proposed auto dealership.

34. A 6 foot high solid opaque fence will be installed along the property line between the auto dealership and the apartment site. The requested waiver only affects our development. Potential purchasers of Lot 6, Block 1 will know the auto dealership is planned. Additional landscaping is shown on the apartment site to enhance the screening. Planting of the landscape screening on the auto dealership side of the fence is not really an enhancement to the adjacent apartment site.
35. A. This requirement is not acceptable to the owner/ developer. As per my meeting with Brian Will and Steve Henrichsen, we have shown additional landscape screening on the apartment site. We will agree to plant that landscape screen within 2 years of occupancy of the auto dealership.
- B. Note #3 has been revised as requested.
- C. Note # 3 has been revised as requested.
- D. Note #3 has been revised as requested.
- E. Note #14 has been added to address the overhead doors as requested.
- F. Note #15 has been added to address the outdoor speakers as requested.
- G. Note #16 has been added to address lighted bands and signage as requested.

Standard items 1, 2.1-2.7, 2.9-2.11 are agreeable to the owner/ developer, as those items are required by adopted subdivision regulations. However, the construction of the sidewalk in the pedestrian easement in Lot 6, Block 1 may not be appropriate at the time of construction of Helen Witt Drive, as a more desirable location may be found when the final apartment and H-4 retail site plans are prepared.

We look forward to scheduling this project onto the Planning Commission's agenda as soon as possible. Please feel free to contact me if you have any further questions.

Sincerely,



Brian D. Carstens

cc. Tom Folsom, Sue Brouse, Mark A. Kisker- Wells Fargo Trust, Jerry Slusky- Gross & Welch

Enclosures:

- 5 Sets of Sheets 1 through 6
- 8-1/2 x 11 Reductions of the Plans
- 5 Copies of the Traffic Impact Analysis

ENCLOSURES

M e m o r a n d u m

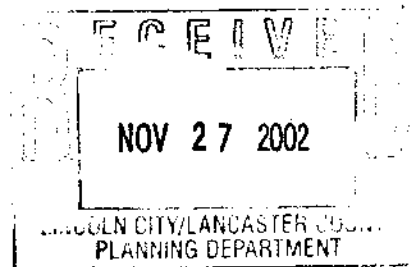
To: Brian Will, Planning Department

From: *MB* Dennis Bartels, Public Works and Utilities
CB Chad Blahak, Public Works and Utilities

Subject: Tamarin Ridge Preliminary Plat

Date: November 27, 2002

cc: Randy Hoskins
Dennis Bartels
Nicole Fleck-Tooze
Devin Biesecker



Engineering Services has reviewed the re-submitted preliminary plat and use permit for Tamarin Ridge, located west of South 27th Street south of Porter Ridge Road and has the following comments:

1. Grading and Drainage - Details for outlet structures need to be shown and stage-discharge information needs to be provided as per the Drainage Criteria Manual.

The grading contours for detention area B shows the 100 year flood elevation higher than the top of the pond and should be adjusted accordingly, maintaining required storage capacity.

Detention area C does not meet design standards for embankment width (14' minimum), embankment side slope (4:1 maximum), or bottom slope for unpaved areas (2.00% minimum) and should be adjusted accordingly maintaining required storage capacity.

Detention area A does not meet design standards for embankment width (14' minimum) or bottom slope for unpaved areas (2.00% minimum) and should be adjusted accordingly maintaining required storage capacity.

Detention area B does not meet design standards for embankment width (14' minimum), embankment side slope (4:1 maximum), or bottom slope for unpaved areas (2.00% minimum) and should be adjusted accordingly maintaining required storage capacity.

Show cross section with 100 year elevation for drainage swale between Lots 10 and 8/9 in Block 6, Lots 4 and 5 in Block 6, and show cross section for swale between Lots 10 and 11 in Block 3.

2. Water - The developer must agree to contribute ½ the cost of an 8" equivalent water main for its 27th Street commercial frontage and ½ the cost of a 6" equivalent water main for its residential frontage on the existing and proposed 16" water main in South 27th.
3. Sanitary Sewer - As noted in the first review, the sewer between Kendra Lane Helen Witt Drive runs through a ridge line. The information concerning depths previously requested was not provided. The letter indicates the grading through this area has been revised but the grading plan is incomplete and does not show enough information to determine the sewer design.

Brian Will, Planning Department

Page 2

November 27, 2002

4. **Street System** - The traffic study submitted with this second plat submittal identifies several issues that must be addressed before this plat continues in the review and approval process. The study identifies a sight distance problem at the intersection of South 27th and Tamarin Ridge Road. Platting a street at a location where this problem is created is unacceptable. Since the proposed zoning is based upon the street location, the issue needs to be resolved. South 27th will be widened to a 4-lane divided cross-section. The permanent street improvements and the developer's obligations need to be based upon the ultimate cross-section, not the existing rural section. Any turn lanes needed in the interim are the developer's obligation. The plan does not address the access to the school and potential need for wider paving and right-of-way to serve the school.

The street grade submitted for 27th Street does not show the existing ground line. It cannot be determined if the grade shown and corresponding sight distance problem is caused by existing grades or if grade adjustments are feasible. The grades show a 5.37% grade that the application and impact study indicate should be signalized. This grade at the intersection is unacceptable for a signalized intersection.

The traffic impact study has not been fully reviewed, but one major deficiency has been identified. The study does not assume any traffic from this plat will utilize the 27th and Porter Ridge signal. The commercial area of this plat along Kendra Lane will use the private road system to access the private road system to access the private road connection to this signal. This assumption will change traffic distribution at other intersections.

Public Works maintains the option to eliminate left turns from Tamarin Ridge Road to 27th Street rather than installing a signal. If the traffic impact study shows unacceptable turning movements and access from this development to satisfy the developer's concerns, the plat should be revised to provide better access to existing or proposed signalized intersections.

The plan shows a gated access easement across Lot 4, Block 1. The gate prevents full time access to the 27th and Porter Ridge signal. Access should be relinquished along Tamarin Ridge Road from this access easement east to 27th Street.

A formal agreement is needed concerning the developer's obligation for traffic improvements to the surrounding arterial street system.

5. **General** - The information shown on the preliminary plat relating to the public water main system, public sanitary sewer system and public storm sewer system has been reviewed to determine if the sizing and general method of providing service is satisfactory. Design consideration including, but not limited to, location of water main bends around curved and cul-de-sacs, connection of fire hydrants to the public main, temporary fire hydrant locations, location and number of sanitary sewer manholes, location and number of storm sewer inlets, location of storm sewer manholes and junction boxes, and the method of connecting storm sewer inlets to the main system are not approved with this review. These and all other design considerations can only be approved at the time construction drawings are prepared and approved.

Memo



To: Brian Will, Planning Department

From: Mark Canney, Parks & Recreation

Date: September 19, 2002

Re: Tamarin Ridge Sp 1988, 1989 PP 02019 CZ 3381, UP 147

Staff members of the Lincoln Parks and Recreation Department have conducted a plan review of the above-referenced application/proposal and have compiled the following comments:

1. Snowdrift Crabapple is subject to scab and fireblight. Please substitute with Professor Springer Crabapple.
2. Red Oaks have difficulty getting established. Please give consideration to substituting with Swamp White Oak.

If you have any additional questions, comments or concerns, please feel free to contact me at 441-8248. Thank you.



INTER-DEPARTMENT COMMUNICATION

TO Brian Will, City Planning
SUBJECT DEDICATED EASEMENTS
DN #73S-24E

DATE December 2, 2002

FROM Sharon Theobald
(Ext. 7640)

Attached is the Preliminary Plat for Tamarin Ridge.

In reviewing the dedicated transmission line or other electrical easements shown on this plat, LES does not warrant, nor accept responsibility for the accuracy of any such dedicated easements.

ALLTEL, Time Warner Cable, and the Lincoln Electric System will require the additional easements marked in red on the map, along with blanket utility easements as noted. Also, please include "Distribution" in the Transmission line easements.

It should be noted, any relocation of existing facilities will be at the owner/developer's expense.

The following statements have been included in Item 6 of the General Notes except "to maintain" was omitted, please make this correction.

Any construction or grade changes in LES transmission line easement corridors are subject to LES approval and must be in accordance with LES design and safety standards.

Landscaping material selections within easement corridors shall follow established guidelines to maintain minimum clearance from utility facilities.

ST/nh
Attachment
c: Terry Wiebke
Easement File

